

Mr. Clark brought his design into coherent form. He gave most liberal donations of land, which, together with similar gifts from Messrs. Walker, Naylor and Stokes, have been of most essential service to the school. Among the teachers of those times were Judge Shattuck and Capt. Keeler, both known by all old Oregonians and by many new ones.

Twenty-seven years ago, the institution became divided into the two departments, academical and collegiate, of which it now consists, and became regularly incorporated. Rev. S. H. Marsh was inaugurated at that time as the first president. Five years later, Rev. H. Lyman became a professor. His presence enabled Dr. Marsh to visit the East for the purpose of raising funds. Since that time, Pacific University has been on a firm though not very wide financial basis. Many excellent teachers, among whom we may particularly mention Prof. Tanner, now of Illinois, and Prof. Anderson, now of Seattle, have contributed their noblest efforts to the establishment of a thorough and a Christian institution.

Though in quantity not great, the quality of Pacific University's graduates has been such as to leave an impress on this entire State. Among its graduates and students may be mentioned H. W. Scott, Judges Watson and Stott, Messrs. Killin, Bell and Durham of the Portland Bar, Messrs. Bilyeu and Barrett of the Oregon Legislature, besides many others farther from their Alma Mater, useful in the medical, pedagogic and ministerial professions.

The following is the present corps of teachers: Dr. Herrick, President; J. W. Marsh, J. D. Robb, W. N. Ferrin, W. D. Lyman, Professors; Miss Carson, preceptress. The military department is under charge of Capt. Wilkinson.

The beautiful surroundings and pleasant society of Forest Grove render it peculiarly adapted to an institution of this kind.

GRANGE City contains six buildings used for warehouse purposes, two dwellings, two families, one livery and feed stable, one blacksmith shop, two hotels, two saloons, and one of the finest water privileges in the Territory. It is also expected that the steam ferry will be running before snow flies. Lots are selling for \$50 each and those in choice locations are held at \$150.

EVENTS OF THE MONTH.

The first part of the month or rather the last day of September, brought to this city some very distinguished visitors, namely, the President of the United States with his family, General Sherman, Hon. Alex. Ramsay Secretary of War, General McCook, the great Indian fighter, and others. The reception in this city was, for a loyal and wealthy place like Portland, a very tame affair. The cannons didn't go off at the right time, and the procession proceeded piecemeal, the whole arrangement lacked a leader, a Sanborn, who has heretofore made a success of similar demonstrations here. The President was everywhere else enthusiastically received, the city of Walla Walla with its 5,000 inhabitants, making by far the finest demonstration in honor of the event, of any city in the Northwest.

The second important event was the adjournment of the Legislature. It is something to be especially thankful for that if they did no good, they did but little harm. The Mechanics' Fair in this city continuing for 15 days was a grand financial success, and closed on the evening of the 23d. Oregon Manufactures were well represented, and the efforts of the management to amuse and instruct visitors deserved all the liberal patronage bestowed on the institution. The floral department especially was a pleasant place to while away a leisure hour.

The most important events of the month for residents of this city and surrounding country was the beginning of building the bridge across the Willamette. Stephen Maybell's poem will no longer be quoted, and before another twelve month passes, ferry boats in this locality will cease to be paying property. Fifty men are now employed in the preliminary work of pile-driving and building cribs for the foundation of this important structure. The pillars will be constructed of iron and filled with cement and rock, giving them an almost everlasting durability. Over these pillars Morrison street will be continued and merge into N street on the East Portland side. A draw 240 feet long having a revolving swinging motion will be constructed in the center, allowing a passage on each side one hundred feet wide. It is calculated that the entire time taken up in opening and closing the draw will be just three minutes.

EAST OF THE CASCADES.

Persons who have traveled in Eastern Oregon and Washington even as late as two years ago, would on their return to the same localities to-day find remarkable changes. In places where but unsubdued government lands existed then, well tilled farms are now to be seen, and neat villages with their schools, churches, etc., in close proximity. We remember traveling east of the Cascades five years ago, when the now famous wheat lands east of Walla Walla first attracted attention, and when new comers were cautioned against settling on them because they were away from markets. When we revisited the same locality two years ago we found the people more neighborly. They were glad to have immigration come in and settle near them, or from 50 to 150 miles above them, as best suited the wants of each. To-day immigration is pouring in there faster than ever, and yet there is room for more. Eight years ago we heard complaints of the bunch grass being all eat off from the beef-making hill lands east of the Cascades. The same cry has been going on ever since, yet thousands of dollars are annually realized by the cattle kings of that favored locality, and on our recent trip there, traveling over eight hundred miles by stages and wagons, we were pleased to note that the thousands of cattle and horses we saw had glossy, well-stretched coats on them, and were in no immediate danger from starvation.

In driving across the country from Pomeroy to Colfax, a distance of about fifty miles, we measured bunch grass in many places over three feet in height. The people of Eastern Oregon and Washington do not as yet seem to realize the era of prosperity about to open to them. At present the country is being honeycombed by railroads; this will create a market for cereals where none existed before. The year 1881 will witness the opening of the several roads with their feeders, and this will without a doubt be the most prosperous season ever experienced by Eastern Washington.

The Northern Pacific from Ainsworth to Spokane Falls will be finished in time to move the crop of 1881. The Oregon Railway & Navigation Co., is pushing its roads in all directions. The road from the Cascades to the Dalles is